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1. [] Soviet Zone Railroads "Regulations Concerning the Treatment of Inactivated Locomotives", dated 21 April 1951. []
2. According to these regulations, a difference is made between: Directorate General (GD) reserves; column reserves; Regional Railroad Headquarters (RBD) reserves; Railroad Maintenance Shop (Bw) reserves. The first two categories of locomotive reserves are at the disposal of the GD, the latter two at the disposal of the RBD and Bw respectively.
3. Locomotives inactivated as GD and column reserves are to be parked only after completion of Class L3 and L4 repairs, and their wheel tires must have a minimum thickness of 50 mm. Such locomotives must not have run for more than 10,000 km. RBD reserve locomotives may be kept cold only after completion of Class L2, L3 or L4 repairs; their wheel tires must have a minimum thickness of 45 mm; and they must not have run for more than 20,000 km. Bw reserve locomotives must be capable of operating three months without requiring repairs. (1)
4. Parking sites for reserve locomotives of the column reserves are designated by the GDR; for GD and RBD reserve locomotives by the Regional Railroad Headquarters; and for the Bw locomotive reserves by the Bws. The selected parking sites must be easy to guard and must have facilities for housing the maintenance crews. Special care is to be taken in regard to locomotive column reserves. One mechanic will be assigned to each of these locomotives, and he will be fully responsible for the condition of the locomotive and for the accessory equipment. The mechanic will be assisted by a security and maintenance crew (Brigade) of 11 men. This crew will be rotated every month. The railroad maintenance shops of the Frankfurt/Oder and Cottbus marshaling yards will be responsible for the welfare of these crews. (2)
5. After a maximum of six months, the inactivated locomotives will be reactivated after approval by the GD or the RBD.
6. The locomotive columns still in operation are assigned to the railroad maintenance shop of the Frankfurt/Oder marshaling yard. The inactivated locomotive columns are also taken care of by the Frankfurt/Oder marshaling yard. (3)

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Locomotive Column No 10, equipped with a total of 30 locomotives, is stationed in Cottbus (N 52/A 57). (4) Some of the locomotives of the locomotive columns will be reactivated for the International Youth Rally in August 1951. (5)

7. On 28 April 1951, it was observed that Locomotive Column No 13 is still stationed in Ducherow (N 54/U 99); Locomotive Column No 6 in Strasburg (N 54/U 96) and Blumenhagen; and Locomotive Column No 3 in Ruednitz (N 53/U 97). These locomotive columns are equipped with type 51 and 52 locomotives. (6)

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[] Comments.

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- (1) Classes L0-L3 are minor to medium type locomotive repairs, and class L4 is major type repair. The column reserve is comprised of the locomotives of the six locomotive columns deactivated in the fall of 1950. The 180 locomotives concerned are being kept cold at suitable railroad stations. [] The Bw reserve is a local reserve.

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- (2) The collection points, or parking sites, of the locomotive column reserve were reported previously. []

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- (3) Locomotive Columns No 2, 4, 5, and 8 with a total of approximately 120 locomotives are amalgamated into the Fern-Betriebswerk-Ost (Long-Distance Operations Office East) Frankfurt/Oder. []

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- (4) Besides this column, Locomotive Column No 11 with about 30 locomotives is still operative in Hoyerswerda (N 52/A 53).

- (5) This statement is believed to be correct. []

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